

BOILING POINTS OF THE RADIATOR

A Facade of Fact, Fancy, and Facetiousness.

COMMENT ON CARS AND PEOPLE

Chucker of Chatter by The Times Automobile Editor.

By MONTE W. BOHN.

The cruiser car, we must explain, is a convertible tent-home, which is the nucleus of a traveling camp, with complete staying-under-God's-great-canopy outfit, from tent-pegs to Crisco. And they have a real publicity chap . . . you know . . . someone who writes things for the newspaper fellows to print. Clever dog, you know. He mingled with the army set when they were trying out the car. Got awfully well acquainted with them. After getting thoroughly acquainted with them he wrote us a letter, enclosing a story. Here is an excerpt: "Officers who have served recently in Mexico have been heard to sigh and say, 'Goodness, if we only could have had a car like that!'"

Martin Menahan, a local dry goods merchant, was one of the pilots in a drive-away of a dozen Reo cars, brought from Lansing to Washington. Nobody has yet convinced Martin that it was merely the steel fenders. He insists a Youngstown, O., was on fire that night.

ON THE WHOLE.
What time I owned a modest car. Well . . . cheap, if you insist. I motored near, and—not so far. And not a Summer Sunday's tour I missed.

Well satisfied with life was I. I knew no troubles then. And, though I took few hills on high, I think I was the happiest of men.

Today, I'm rich. The life I lead is luxury. My hours are spent in wonder cars of super-speed. And comfort. One would think I was content.

Content? One would suppose this soul could have no mood to recollect. Those years before I made my goal—that I have naught but joy. One is correct.

Dear Sir—A couple of kids found the sign and tacked it on the edge of the gate at Glenwood Cemetery. They tacked it there either to attract motorists who pass the gate or those who have already got the gate. It reads:

"Wake! Your Country Needs You!"
CHUNK MONTGOMERY.

Sketches are seldom more of the period of their indulgence. Most of them are sex fifth or unmusical sketches. But there has come to Washington a sketch—at B. F. Keith's—which is far from the ordinary. "The Lincoln Highwayman," while woven around a theme not so unique, has a well-developed plot with a good cast.

The center of attraction is a Hal twelve roadster, and the plot is written around a band of car crooks.

And for the first time in our experience, the principals seemed to know something about cars. The case with which the mechanic removed the wheel, and the apparently thorough familiarity of the hero with his car was a gratifying surprise.

The effect of the car, headlights in full blaze, entering the dark garage, was superb.

And when we refer to the good work of the cast we are classing the Hal as one of it. It looked and acted the part of a big league Theatrical.

All morning we have been trying to effect a bright combination out of the

fact that Mr. Balfour is here. Laying down our hand, therefore . . . With a good deal of English on this side, we are attempting a cross side shot, something about banking it, and something in conclusion about reverse English turning Raw material into War material. Fix it up to suit yourself.

"Maintenance costs?" queried a caller today. "What do I care? When I bought my car I was only getting fifteen miles to the gallon. I read about a carburetor kiddy that increases your mileage 50 per cent. I bought it, and began to average twenty miles.

"Since then I have bought, respectively, a Gurgling Gasoline Saver that is guaranteed to increase your mileage 25 per cent to 40 per cent, which pulled my average up from twenty to twenty-seven miles; Solid Gold Piston Rings that increased the twenty-seven miles to 40 per cent to thirty-seven miles per gallon; Doctor Johnson's pills for Motor Debility, lived up to their guaranteed increase of 50 per cent, making my average fifty-six miles per gallon; Solomon's Salve gives me more power and increases the mileage to seventy-three miles per gallon. Maintenance costs don't worry me any more. I traded my motorcycle for a Columbian half dollar."

"By the way," he said in conclusion, "if you own a car, I'd like you to read these testimonials I have here. Any all of these preparations will do the trick. I'm the agent in Washington for all of 'em."

To an Automobile Manufacturer.
"Any use of this news will be highly appreciated."

When placing ads, as oft you do in papers classed as news. You show some inconsistency. A paradox of views.

For instance, you insist your ads be "not on auto page." Which transports honest auto ads to pinacles of rage.

If what we style as motor news is poor—well, I'm agreed: But why the tons of junk you send. That people would not read?

Why send us reams of dismal bunk. And twaddle by the yard. If you are off on motor news? Come, educate this bard!

This auto ad is . . . not so worse. He strives with might and main, To nail the news of motordom. And readers ne'er complain.

But . . . Manne, kid . . . all motor news would take it from a friend. Be dear and doleful date, if we printed the junk you send.

"Whatever that is."

STAGGERING RESULTS PRODUCED BY MACHINE

Magnetic Grinders Increase Output of Two Men \$300,000.

Just two men now produce more than \$300,000 in additional yearly output in the Willys-Overland factory, with the help of four magnetic grinders, used to machine and polish push rods.

This is a typical example of the vast economies made possible through enormous production in the automobile industry. At the present time these men can grind 242 push rods simultaneously on their magnetic grinders—so-called because the push rods are held in place on steel plates by magnetic force. One man operates two machines. The daily output of the two men and four machines is 2,600 ground and polished push rods.

Before the installation of this equipment each push rod was laboriously ground by hand. The machining and polishing of 600 to 700 push rods was then considered a big day's work for these two men, and the product, besides requiring more time, was not to be compared with the present output for finish and accuracy.

To this additional production can be added the yearly saving of thousands of dollars.

AUTO LITIGATION IN NEWS OF DAY

Rulings of the Courts of Interest to Every Motorist.

A RECORD OF WEEK'S CASES

Whys and Whens of Both Criminal and Civil Suits.

In an action against a motor bus company for injuries to sidewalk pedestrians when an automobile ran onto the sidewalk, the persons injured had the burden to show by a preponderance of the evidence that the bus company was responsible for the accident.—Ackerman v. Fifth Avenue Coach Company, 162 N. Y. S. 49.

It was the duty of a ferryman transporting automobiles to provide a practical barrier against the cars running forward and injuring a passenger, and to exercise reasonable supervision over the automobiles while on the ferryboat.—Meale v. New York Central and Hudson River Railroad Company, 114 N. E. (N. Y.) 348.

A ferryman, as part of his general duty to exercise reasonable care, under duty to recognize that automobiles, while not inherently dangerous, may, from conditions of place and circumstances, become dangerous instrumentalities.—Meale v. New York Central and Hudson River Railroad Company, 114 N. E. (N. Y.) 348.

The driver of defendant's motor truck, helping another employee home with a heavy article which the defendant had allowed him to keep in his refrigerator, was not acting within the scope of his employment, so that for injuries to a child, playing about the truck as he was about to start back, the defendant was not liable.—Ostrander v. Armour & Co., 161 N. Y. S. 961.

If one injured by the negligence of a third party had no authority over the driver with whom he was riding, and was not negligent himself, and the relation of master and servant or principal and agent or mutual responsibility in a common enterprise did not exist, then the negligence of the driver cannot be imputed to him.—Lange v. New York Susquehanna and Western Railroad Company, 99 A. (N. J.) 346.

One who, while riding in the private automobile of another, is injured by the negligence of a third party, may recover against the latter, notwithstanding that the negligence of the driver of the automobile contributed to the injury, where the person injured is without fault and had no authority over the driver.—Lange v. New York Susquehanna and Western Railroad Company, 99 A. (N. J.) 346.

Driver of a motor truck, who left it standing, and who, when he came back, found children playing about it, was not required to search for children on the running board on the far side of the truck, whom he could not see, unless he particularly looked though, if he looked, and saw a child there, he should have given her time to get off, and wait until she did so.—Ostrander v. Armour & Co., 161 N. Y. S. 961.

If the position of a motor bus in a street when an automobile came along was such that there was danger that it would run into the automobile if the latter's course was not changed, the bus company could be held liable for damages inflicted by the automobile in changing its course and running onto the sidewalk, even though the automobile's chauffeur was also negligent.—Ackerman v. Fifth Avenue Coach Company, 162 N. Y. S. 49.

A motor bus company operating on a city street has a lawful right to turn its buses at an intersection of two streets, and its only duty to exercise reasonable care in so doing,

and in making the turn the chauffeur was not obliged to wait until there was no automobile approaching that would have to lessen its speed while he was thus making a lawful use of the street.—Ackerman v. Fifth Avenue Coach Company, 162 N. Y. S. 49.

In an action for injury to a child, who was on the running board of a motor truck when it was started by defendant's driver, where it appeared that children had played about and on the truck, it was error to permit the plaintiff in answer to the question as to what the driver would do with the children at other times within two weeks, to state that he would get on the truck without saying anything to plaintiff and the other children.—Ostrander v. Armour & Co., 161 N. Y. S. 961.

A motorist for the purpose of passing a street car increased the speed of his vehicle, so that he was proceeding at a speed estimated as high as eighteen miles an hour. The street was clear, and he could not see a young child standing behind a telegraph pole. He was struck by the child and ran out, and was struck by the rear fender, the motorist turning his vehicle into the car to escape an accident. Held, that the motorist was not liable for the resultant death of the child; for he was not driving at an excessive speed, but was lawfully proceeding in accordance with the express permission given by statute.—Sorby v. Benninghoven, 161 P. (Ore.) 251.

CURTISS HYDROPLANE MOTOR SETS RECORD

Makes World Speed Mark of 66 1-2 Miles an Hour.

Glenn H. Curtiss, America's leading airplane designer and builder, opened a night letter at his home when he returned from Washington and Miami, Fla., and read that his latest engine had created a new world's record for speed. It is not an air record, this time, but one for a speed motorboat or hydroplane.

Just before leaving for Washington Mr. Curtiss supervised the installation of his new twelve-cylinder aero-nautical motor in the single-stepped hydroplane, Miss Miami, at Miami, Fla. He saw the first trial and directed the changes necessary for the proper working of a giant air-motor in a marine craft. He was then called to Washington for further conferences in regard to the upbuilding of the aviation forces of the nation.

Average 66 1/2 Miles An Hour. Under official auspices, Miss Miami went out for the record. The night letter informs Mr. Curtiss that the hydroplane was driven four times over the measured course and averaged 66 1/2 miles an hour. This is many miles faster than any speed craft ever before has been driven through the water. One mile of the course was covered by the motorboat at the rate of 67.9 miles an hour. The previous record was held by the craft known as Miss Minneapolis.

It is a refinement of the models with which Mr. Curtiss' engineers have been experimenting at the Hammondsport plant for the last year, and is remarkable among airplane motors for the comparative lightness of weight, simplicity of design, and compactness of construction for the horsepower delivered.

Notable Speed Records. Mr. Curtiss has given the world several notable speed records. Among them is a mark which has not been touched by any of the faring motorcycle drivers of the country—made at Ormond Beach on a motorcycle of his own design in 24 seconds. His airplanes have contributed a half dozen records for speed over measured courses, and he was the first to perfect landing with an airship, so that today the giant planes come rushing down from the clouds at the rate of 1,500 feet a minute and touch the fields and roads so lightly the passengers with the pilot are hardly aware of a landing.

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AVOID PANIC WHEN GASOLINE IGNITES

School Head Tells What to Do in Case of Fire.

MOST PEOPLE LOSE HEADS

First Move Is to Turn Off Flow From Tank.

When gasoline takes fire it is a serious matter," says William H. Stewart, Jr., president of a New York automobile school. "But the most dangerous accessory to a fire is panic."

"The average person has such an unreasonable fear of gasoline that he loses his head completely. The first few fires will leave one completely unnerved for a time, but after a little experience in fighting them one will acquire self control. This does not mean that one should delay or move any more slowly, but should know what to do and do it quickly."

"The novice stands aghast as the first burst of flame comes from the carburetor. The experienced man jumps for the nearest preventive. At least one small fire extinguisher should be on every car. The large chemical devices are too bulky and cannot be laid in any position, whereas the ordinary instrument may be stowed away in a small space. The best place is beneath the hood on the carburetor side, where the fire starts and may be reached by raising the hood. Some carry them on the running board, but this is objectionable on account of theft liability. If placed under the seat or secured by a lock they are not readily placed in service and the machine may be damaged meanwhile."

"Always turn off the gasoline at the tank to stop feeding the flames. Ordinarily there is not more than two ounces in any float chamber and this will not last long. All the parts about the carburetor are metal and not easily harmed. It is well also to use the self-starter to turn the engine. This will draw flames into the manifold. Quite often the whole fire may be extinguished if this is done in time. "A greater danger arises from permitting an accumulation of inflammable material in the drip pan. Once this becomes fully ignited the situation requires prompt and efficient action. The work of extinguishing should begin right here, leaving the carburetor till the last. Otherwise the burning gasoline at the bottom will continue to ignite that at the carburetor."

"Do remember always to start at the bottom and work upward. If there is a flame on the ground beneath the car, use the self-starter with gears in mesh to move to another position. Sand is good if available, but never throw sand on the carburetor or any other parts of the machine. It falls away, leaving the gasoline free to burn, and also into the mechanism. On a flat surface sand or any other dry powder is excellent. Even flour has saved many a home where gasoline has been used carelessly."

"The old method of covering the fire with a rug or carpet is good, but the extinguisher is better. This covers the fluid with a layer of heavy non-inflammable gas, which smothers the flame. Finally, never throw water on burning gasoline. "Everyone knows that any kind of a fire is dangerous, but if the above suggestions are employed under self-control the flames starting from a carburetor backfire will be efficiently stopped at the source."

USES STEEL IN FELLOES

New Cole Eight Has Entirely Novel Device.

In place of the former type of bent wood felloe, the new wheels on the

new Cole Eight have a rolled steel felloe.

The spokes in the new wheels are dovetailed at the hub, and are assembled alternately from opposite sides of the wheel. All spokes are forced into the felloe and together at the dovetail under a pressure of forty tons.

The steel felloe eliminates the slipping on of the old-fashioned felloe band which, at times, loosened. It also eliminates the locking ring on the rim since the tire rim fits directly onto the felloe band itself, and is held in place by wedges.

In appearance the wheel is an improvement also because the spokes are longer and make the circumference of the wheel seem greater and more substantial.

NORWALK TIRES MADE BY NEWEST PROCESS

Agency in Capital Closed With the Becker Company.

Norwalk tires, agency in Washington for which has just been closed with the Becker Leather Goods Company, though practically new to this city, bear a splendid reputation in other centers. Especially is this so among tire repair men, who know the edge of tires is necessarily broad.

The builders have incorporated unusually long fibre fabrics, heavy layers of pure gum friction, and tough, pliable tread. The service of the Norwalk is guaranteed through their local distributor, and virtually eliminates the necessity of factory adjustments when they may be necessary.

The tubes, like the casings, are hand made and built by the laminated process—laying this plies of rubber together and welding them into a whole. This process practically eliminates leaks. The written guarantee of the builder against setting—becoming baggy—is an additional assurance to the user. The factory boasts that the tube is made of from 95 to 97 per cent pure rubber, arguing that only under such conditions could this guarantee be extended.

Says C. A. Canfield, who manages this department for Becker's:

"In other words, rubber being the only commodity that can be stretched and will come back to its normal size, it would not be possible to build this tube of anything but rubber that would not take a set in proportion to the amount of substitutes used in its construction. These tubes have an elongation of from 575 to 900 per cent and a tensile strength of from 2,500 to 3,000 pounds. This, by exhaustive tests by our factory experts, is unusually high, and a rare attribute in modern tubes."

INQUEST OVER NEGRO.

Coroner Nevitt is holding an inquest at the morgue today over George Smith, colored, sixty-seven years old, who was fatally injured when a W. B. and A. car struck a street sprinkler which he was driving yesterday.

HOW CONES ARE BALANCED

Truing of Weights at Overland Factory Interesting Procedure.

One of the very interesting features of automobile construction at the Overland factories is the operation of balancing flywheels and clutch cones. Particularly, the truing of the weight in these parts is done in diametrically opposite manner.

The flywheel is mounted on a shaft and is suspended on a pair of rollers. Naturally the heavier portion of it swings immediately to the bottom. This

point is accurately noted by the workmen.

Weights are then mounted on the gears to determine how much over-weight is the marked point. After sufficient weight has been added to the lighter side to properly balance the wheels, a drill, exactly the size of the weights, takes out the required amount to properly balance the flywheel. Thus, if two weights have been used to equalize the weight of the wheel, two holes are drilled on the heavier side; if three weights, three holes, and so on. Clutch cones are balanced by plugging the lighter side with lead, in a manner similar to the balancing of flywheels.



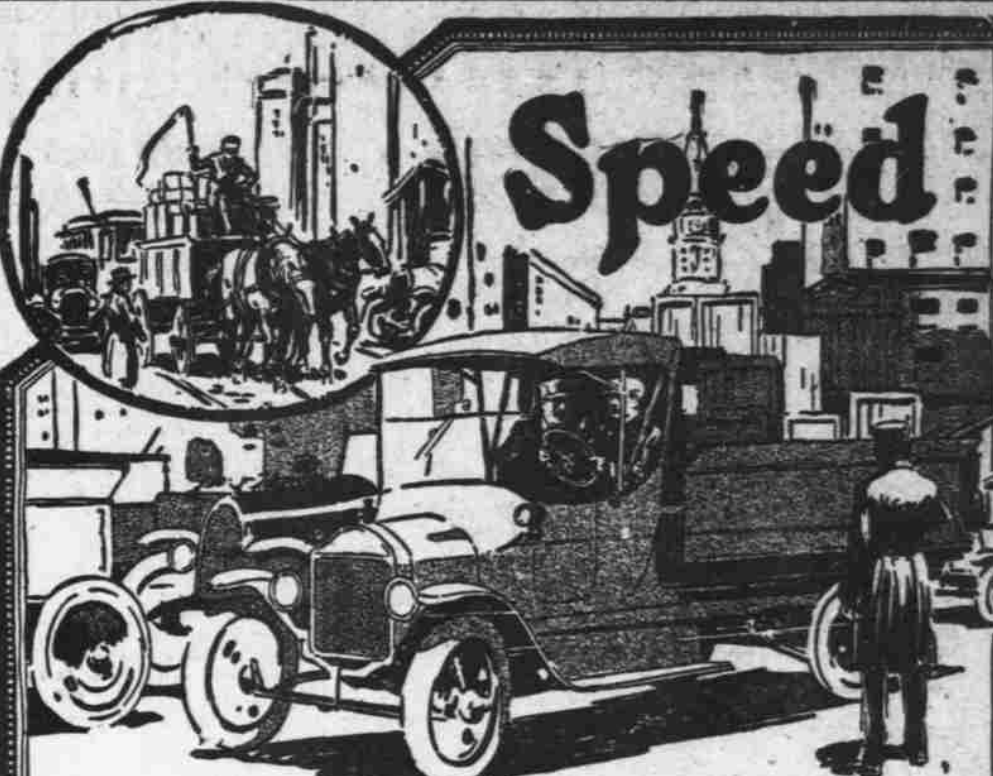
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Easiest to Start—Easiest to Control

Everyone conceded six months ago that the Jeffery Six was one of the finest cars built. Meantime this car has been refined and improved by Nash manufacturing methods. Today we believe it stands unquestionably in the front rank of its price class, in power, performance and dependability. Jeffery Six is free from starting troubles. In coldest weather the motor starts promptly. This famous Jeffery Six motor is vibrationless and powerful. In an emergency, or on the steepest grade, it never fails to respond. As it stands today, 125-inch wheelbase, streamline body, refined, improved and backed by the Nash organization, the Jeffery Six is a bigger, better value at \$1465.

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Speed



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Chalmers

5-Passenger Size—7-Passenger Comfort

Many a 5-passenger car is larger, heavier, costs more to run than this Chalmers. Yet here you have all the compactness, all the advantages of a five, and in addition room for two extra when desired.

The auxiliary seats in the backs of the front seats are so cleverly designed, so ingeniously constructed, that they are unnoticed, yet, instantly available.

Thus you have 5-passenger moderate size, lightness, economy of upkeep. With ample room for expansion to 7-passenger capacity when you want it.

The best way is to see the car. Step into it. Ride in it. Drive it. Learn why this car suits 90% of motor-car buyers and users.

Touring Car, 7-passenger . . . \$1350	Roadster, 3-passenger . . . \$1250
Touring Car, 5-passenger . . . 1250	Limousine, 7-passenger . . . 2550
Touring Sedan, 7-passenger . . . 1850	Town Car, 7-passenger . . . 2550
Cabriolet, 3-Passenger . . . \$1625	

(All prices C. & O. Detroit and subject to change without notice.)

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Price complete, including Starter, 12-Volt EVEREADY Non-Sulphating Storage Battery with Enameled Battery Box, Wiring, Starting and Lighting Switches

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Every minute wasted on the road by slow, inefficient hauling and delivery costs you real money. Horses take from three to four times as long to cover the ground as it will take you when you install Smith Form-a-Trucks in your service.

Three to four miles an hour is the fast horses can do with a ton load. Smith Form-a-Truck replaces the slow, time wasting walk of horses with a speed of from ten to fourteen miles an hour under every condition of work. And it costs no more to buy a Smith Form-a-Truck than it does to buy a good pair of horses equal to the work of hauling a ton load. If your hauling or delivery requires all-day service every working day of the year, you must have at least two teams for every wagon.

The sturdy, efficient, untiring Smith Form-a-Truck never takes time out for rest, never has to lay off the job. It works steadily day in and day out, always maintaining its high speed, always moving its load quickly, easily, and at lower cost than any other form of service you can buy.

Records of service obtained from over 10,000 Smith Form-a-Truck users show a ton mile cost of less than 8 cents. And the first Smith Form-a-Truck ever sold has been in service four years, covered 20,000 miles and cost only \$4 for repairs.

Get a Smith Form-a-Truck, attach it to any Ford, Dodge Bros., Overland, Buick, Chevrolet or Maxwell chassis and end your excessive hauling and delivery costs.

Put your hauling problems up to us. It doesn't cost you a cent to learn how much money we can put back into your pocket that you are now putting into coals.